

THE INDIANA A SUCCESS.
PRELIMINARY TRIAL OF THE BIG BATTLESHIP.
SHE MAKES SIX-TENTHS OF A KNOT ABOVE THE SPEED CALLED FOR WITH MODERATE FORCED DRAUGHT.
Philadelphia, March 8.—The preliminary trial trip of the new battleship Indiana was a complete success. Her engines worked well, and though not pushed to the utmost the ship made 15.6 knots with moderate forced draught. There was no mishap of any kind, and the trial was the most successful of any of the first trials of the Cramp boats. Under natural draught the ship made fourteen knots easily, and it is expected that she will make at least sixteen knots when her official trial takes place.

The Indiana left the Cramp's yard at 9 o'clock Tuesday morning. She was in charge of Captain R. W. Sargent and an experienced crew. When in the deeper waters of Delaware Bay the engines were increased to about thirteen knots. Her engines worked with marvellous smoothness and there was no perceptible vibration from them. During the afternoon conditions were adjusted and everything was put in readiness for the run of the next day. The ship anchored off the Delaware Breakwater for the night.

At 6:50 a. m. on Wednesday the anchor was taken aboard and the ship headed out to sea. After passing outside the capes her course was changed and she ran to the northward. The day was a perfect one for a sea trial. The air was calm and springlike and the ocean was like a millpond. The big ship pushed ahead steadily, scarcely affected by any swell which she encountered, and seemed to be as easily handled as a steam yacht, though she is a 10,200-tonner. The course over which her trial runs were made was off Cape May, and was between the southwest lightship at the Five Fathom Bank to the northeast lightship, 3.65 nautical miles up the coast.

The ship was put over this course six times—three times in each direction. The turns were made at full speed and the ship was practically under five hours' continuous steaming at high speed. During all this time there was no accident of any kind to the machinery or the ship; not a bearing became unbalanced, and the boiler work went so smoothly that even her builders thought it was a record. The first runs were made with natural draught. The averages were 14.02 and 14.12 knots respectively. The engines averaged 125 revolutions, and as practice runs the time was made 12.5 and 12.6 seconds respectively. The tide effect was practically eliminated.

A moderate forced draught of half an inch air pressure was used for the first run, and an average of 15 knots was maintained over this course. This is the speed called for in the contract with the Government. The last two runs were made with forced draught of one inch, when the average was 15.6 and 15.7 knots respectively, and a maximum of 128 was reached at one time.

The great mass of steel and iron, which vibrated through the water, was pushed up until it covered the forward torpedo tube with spray, but instead of diverging at a wide angle, as was feared, it was pushed up and followed the lines of the ship.

The ship made 15.6 knots on these last two runs. This was considered so satisfactory that the trial was declared at an end and the Indiana returned to the Breakwater, where anchor was let for the night. The trip to the northward was made with a favorable tide, and the ship made 14.02 knots on the bay and river an average of fourteen knots was made with a favorable tide for eighty miles.

The performance of the Indiana on this preliminary run was most satisfactory, when the condition of the ship is considered. Her bottom has not been painted since she was launched, and her lower and guns have not been placed on her yet and she consequently draws three feet less water than she will on her official trial. This will sink her in a quarter of an inch, and is expected to increase her speed. Ordinary soft coal was used on this trip, while specially selected coal will be employed when the ship is on her official trial. The engine room is 125 to 138 revolutions per minute, and the average of the first two runs was 125.5 and 126.5 respectively, which is more than fifteen feet per second. A greater volume of water will also be an aid to the ship.

Taking all these things into consideration it is predicted that the ship will make at least 15 knots, and possibly a quarter of an inch more. A premium of \$25,000 per quarter knot will be earned by the builders for anything above fifteen knots, and from \$25,000 to \$100,000 will probably be the amount named in the contract.

The Government was represented on the preliminary trip by Naval Constructor J. H. Barnard, of the Bureau of Naval Construction, Past Chief of the Bureau of Steam Engineering, and Lieutenant G. W. Enfield, of the Bureau of Engineering. Edwin Root, Chief of the Bureau of Naval Construction, S. Cramp, Walter J. Cramp and J. B. Cramp, Chief Engineer N. E. Towne and Lewis Nixon, the designer of the ship, and the guests were General Louis A. Merrill, Dr. R. H. Phipps, Dr. T. Paul, and Cornelius McMillin, Brown, Hentzel and Anderson.

The Indiana will be an important addition to the new Navy. She is a vessel of armament and battery makes her a vessel capable of dealing with any of the vessels of the fleet, and at the same time withstanding almost any fire. Her speed will be of value to her, and the ease with which she can be maneuvered is shown by her turning through 180 degrees in five minutes during her trial, will be a decided advantage.

HE WILL BE IN FAMILIAR WATERS.
COMMODORE KIRKLAND HAS HAD TWELVE YEARS OF SERVICE IN THE SOUTH ATLANTIC.
Commander William A. Kirkland, who has been ordered to command the South Atlantic Station, will be on territory with which he has long been familiar. His first service on the Brazil station was on the frigate St. Lawrence in 1876, and he remained there three years. Since that he has served in the Brazil Squadron as midshipman, lieutenant, and commander, and in the South Atlantic as commander of the gunboat Albatross from 1890 to 1892, 1892 to 1893 and 1893 to 1894; in other words, of his twenty-two years' service, he has served twelve years of it in South Atlantic waters. He has a preference for duty in that squadron, partly because of his liking the people, and partly because of his sheep-herd interests in the Argentine. His service on the Civil War was in a majority of the States of the West Gulf Blockading Squadron, when he served under Acting Rear-Admiral Thatcher in the combined movements of the military and naval forces against the defenses of Mobile, which resulted in the capture of that place and the surrender of the rebel fleet. His last sea duty was in 1892, and he was in command of the League of the Sea from July 1893.

As Rear-Admiral Benham will reach the retiring age on April 6, Commodore Kirkland will probably be promoted to the rank of Rear-Admiral. This order actually disposes of the rumors as to whether the promotion of Acting Rear-Admiral Stanton to resume command of the South Atlantic would be revoked or not, following the loss of the Keokuk. There is much sympathy expressed by Navy officers for a similar promotion to the rank of Rear-Admiral.

FOR PURE DAIRY PRODUCTS.
The members of the Mercantile Exchange met yesterday morning for the purpose of organizing an auxiliary to the National Dairy Union recently formed in Chicago. The main object of the auxiliary association is to make war upon those who put oleomargarine and adulterated cheese into the State. The sentiment of the meeting was strongly in favor of speedy action toward securing national legislation that would suppress the sale of these products. William Williams, president of the Exchange, presided. Delegates from the Mercantile Exchange, the State Board of Agriculture, who have been active in pushing the bill known as the Hill bill, which seeks to make inoperative the provisions of the "original package" decision, spoke in favor of the proposed legislation. It is confident both Houses of Congress will pass the bill, which gives the States paramount jurisdiction over imports in original packages.

Practical Results—13 Years Work.
SEVENTEEN MILLION FIVE HUNDRED THOUSAND DOLLARS ALREADY PAID TO WIDOWS AND ORPHANS.
Forty Million Dollars already paid to the widows and orphans of the late General Grant. The Mutual Reserve Fund Life Association, of New York, has just published a report showing the results of its operations for the year 1893. The report shows that the association has paid to the widows and orphans of the late General Grant, \$17,500,000. The report also shows that the association has paid to the widows and orphans of the late General Grant, \$17,500,000. The report also shows that the association has paid to the widows and orphans of the late General Grant, \$17,500,000.

STREET CLEANERS ON STRIKE.
RESULT OF ANDREWS'S ABOMINABLE MISMANAGEMENT.
WAGES DUE THE EMPLOYEES—THEY DEMAND IMMEDIATE PAYMENT AND SET FORTH OTHER GRIEVANCES—THE ABSOLUTE INCAPACITY AND NEGLIGENCE OF THE COMMISSIONER—SOME CLEARLY SHOWN.

The miserable mismanagement of the Street-Cleaning Department under its present head was brought out in a clear light yesterday by a strike of its employees, in which about 700 drivers and horsemen, who were paid for the work, took part. The strike was the result of the Commissioner's mismanagement of the department. The Commissioner, Mr. Andrew, has been accused of mismanagement of the department. The Commissioner, Mr. Andrew, has been accused of mismanagement of the department. The Commissioner, Mr. Andrew, has been accused of mismanagement of the department.

At a recent meeting of the Board of Estimates, Mr. Andrew was asked to submit a report of his management of the department. The report was a complete failure. The Commissioner, Mr. Andrew, has been accused of mismanagement of the department. The Commissioner, Mr. Andrew, has been accused of mismanagement of the department. The Commissioner, Mr. Andrew, has been accused of mismanagement of the department.

Some of the items which the Board of Estimates has asked for are: First, for the cost of the street-cleaning work, which is now \$1,000,000. Second, for the cost of the street-cleaning work, which is now \$1,000,000. Third, for the cost of the street-cleaning work, which is now \$1,000,000. Fourth, for the cost of the street-cleaning work, which is now \$1,000,000.

The fourth item is for the improvement of the street-cleaning work. The Commissioner, Mr. Andrew, has been accused of mismanagement of the department. The Commissioner, Mr. Andrew, has been accused of mismanagement of the department. The Commissioner, Mr. Andrew, has been accused of mismanagement of the department.

A PRIVATE TAMMANY "SWAY."
APPLICANTS FOR WORK ON THE HARLEM SPEEDWAY MUST BE INDORSED BY A "BOSS."
Although James D. Leary, the contractor, denies it, there seems to be authority for the statement that he has submitted his contract for the Harlem River Speedway. The contract for the highway is \$1,000,000. The contract for the highway is \$1,000,000. The contract for the highway is \$1,000,000.

REUNION ON THE PARK PLAZA.
TWO WOMEN THROWN FROM A WAGON BUT NOT MUCH HURT—THE HORSE CUT BADLY.
Two well-dressed women were on the Manhattan Stables, kept by O'Halloran Bros., at Nos. 13 and 15 West 12th Street, when a runaway horse, driven by a man, threw them from a wagon. The horse was cut badly. The horse was cut badly. The horse was cut badly.

FOR THE HORACE GREELEY STATUE FUND.
The Horace Greeley Statue Committee has made Oliver Sumner Teall chairman of the Finance Committee. The committee has been organized to raise the money required to complete the fund. The committee has been organized to raise the money required to complete the fund. The committee has been organized to raise the money required to complete the fund.

COLUMBIA TO CELEBRATE AN ANNIVERSARY.
Dr. Loebach, of the Romance Department of Columbia College, delivered his lecture on "Zigzag in Europe" yesterday in the Library Building. The lecture was given to the students of the Romance Department. The lecture was given to the students of the Romance Department. The lecture was given to the students of the Romance Department.

A BOY RUN OVER AND KILLED.
Isaac Levenberg, nine years old, who lived at No. 22 West Twenty-seventh Street, was run over and killed by a horse-drawn wagon. The accident occurred at Thirty-third Street and Broadway. The accident occurred at Thirty-third Street and Broadway. The accident occurred at Thirty-third Street and Broadway.

A RUNAWAY HORSE IN FIRST-AVE.
There was a runaway on First-ave. on Wednesday, caused by a small boy, too young to be admitted to school, but mischievous enough to disturb greatly the usually quiet neighborhood of Eighty-sixth and First-ave. The animal dashed up the avenue and at Eighty-seventh a drunken man was run over and killed. The accident occurred at Eighty-seventh and First-ave. The accident occurred at Eighty-seventh and First-ave. The accident occurred at Eighty-seventh and First-ave.

MR. FITCH'S ESTIMATE.
HIS REPORT ON THE PROPOSED GRANTS FOR THE BOARD OF EDUCATION.
IT ASKS FOR AN ADDITIONAL \$2,500,000—THE CONTROLLER THINKS THAT \$1,500,000 IS ALL THAT IS NECESSARY—HIS REASONS FOR CUTTING DOWN THE AMOUNT REQUESTED.

At a recent meeting of the Board of Estimates, Mr. Fitch was asked to submit a report of his management of the department. The report was a complete failure. The Controller, Mr. Fitch, has been accused of mismanagement of the department. The Controller, Mr. Fitch, has been accused of mismanagement of the department. The Controller, Mr. Fitch, has been accused of mismanagement of the department.

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INTERNATIONAL Bimetallism.
GENERAL FRANCIS A. WALKER HOPES THAT THE GOLDMONGERS OF LONDON MAY BE CONVERTED.
New-Haven, March 8.—In opening his address at the Hyperborean Theatre last night, General Francis A. Walker declared that the statement that the North and South American goldmongers were in a conspiracy to keep the world in a state of bimetallism was a "hoax." The statement that the North and South American goldmongers were in a conspiracy to keep the world in a state of bimetallism was a "hoax." The statement that the North and South American goldmongers were in a conspiracy to keep the world in a state of bimetallism was a "hoax."

W. H. TOWNLEY'S ESTATE GOES TO HIS PARENTS.
The will of William H. Townley, which was executed on July 2, 1892, was filed for probate in the office of the Surrogate yesterday. The testator appointed his brother, John F. Townley, executor and trustee, and directed that all his estate be given to his parents, Mr. and Mrs. John Townley. The will was filed for probate in the office of the Surrogate yesterday. The will was filed for probate in the office of the Surrogate yesterday. The will was filed for probate in the office of the Surrogate yesterday.

NEW PIERS ON THE EAST RIVER.
At the meeting of the Dock Board yesterday the Commissioners approved the proposed plan for the improvement of the water front on the East River, from the Battery to Wall Street. The proposed improvements will include fifteen piers. The proposed improvements will include fifteen piers. The proposed improvements will include fifteen piers.

A MULTITUDE OF BENEFITS FROM THE LIGHTS.
Nocturnal commerce has been swift in availing itself of the early restoration of the lights on the East River, which were turned on last night. The lights were turned on last night. The lights were turned on last night. The lights were turned on last night.

HOWARD ELLIS CLAIMS THE FURNITURE.
The miscellaneous collection of antique furniture which has been unclaimed at the Large Office for the past several days, and which is now being stored in the Large Office, is claimed by Howard Ellis, who was United States Consul at Rotterdam several years ago. The furniture is claimed by Howard Ellis, who was United States Consul at Rotterdam several years ago. The furniture is claimed by Howard Ellis, who was United States Consul at Rotterdam several years ago.

OFFICE SEIZED, DUCK CHU ARRESTED.
Special Agents Kelly and Britton yesterday arrested Duck Chu, at No. 15 Mott street, charged with having in his possession forty-one cans of unstamped or smuggled opium. The prisoner was taken before United States Commissioner Shields, who committed him to Ludlow Street Jail. The prisoner was taken before United States Commissioner Shields, who committed him to Ludlow Street Jail. The prisoner was taken before United States Commissioner Shields, who committed him to Ludlow Street Jail.

EUGENE KELLY & CO. TO MOVE ON MAY 1.
The banking house of Eugene Kelly & Co. will remove on May 1 from its present office, Exchange Place, to Temple Court. The report that Eugene Kelly would retire from the firm on that date was yesterday denied at his office. The report that Eugene Kelly would retire from the firm on that date was yesterday denied at his office. The report that Eugene Kelly would retire from the firm on that date was yesterday denied at his office.

Taking Pains.
clear out our old stock of CARPETS to make room for the Spring Goods. Price the lowest ever known.

Royal Wiltons, \$1.50; Body Brussels, 75c; Velvets, 70c; to 90c; Tapestries, 55c to 60c.

J. & J. DOBSON,
2 East 14th St.

TWO MEN BURNED TO DEATH.
A FATAL FIRE IN EIGHTH-AVE.

THE FLAMES SPREAD RAPIDLY AND CUT OFF ESCAPE BY THE STAIRWAY—MOST OF THE OCCUPANTS SLID DOWN A ROPE.

Michael McCutcheon, twenty-one years old, who was employed as a dishwasher in a restaurant at No. 63 Eighth-ave., and also William Lisk, were killed in a fire which broke out there shortly after 2 o'clock yesterday morning. The fire was caused by a gas stove in the kitchen. The fire was caused by a gas stove in the kitchen. The fire was caused by a gas stove in the kitchen.

The fire was discovered by a policeman named Coleman. Lisk had closed the restaurant half an hour before and had not gone to bed when he heard McCutcheon's cries. He quickly aroused his wife and they ran into the front room, which was occupied by the man in his employ known as William. Within two minutes after McCutcheon's alarm, the fire was under control. The fire was under control. The fire was under control.

PUSHING THE RIDICULOUS BUSHE PLAN.
THE BOARD TRANSIT COMMISSION ALMOST READY TO PRESENT IT IN DETAIL TO THE ALDERMEN.

Despite the further endorsement of an underground system for rapid transit by another representative body of New-York's leading business men, the Bush plan for an elevated road is still being pushed. The plan is still being pushed. The plan is still being pushed. The plan is still being pushed.

SINGING HER STEPDaUGHTER.
Judge Andrews, in the Special Term of the Supreme Court, has reversed his decision upon a decision in the case of the estate of the late Mrs. Andrews. The decision was reversed. The decision was reversed. The decision was reversed.

THE COMPETITION IS KEEN.
MANY ARTISTS WORKING FOR THE CHANCE TO DECORATE THE NEW COURTROOM OF THE CRIMINAL JUSTICE BUILDING.

There is every indication that the competition invited by the Municipal Art Society of New-York for the decoration of the courtroom of the Criminal Justice Building is very keen. The competition is very keen. The competition is very keen. The competition is very keen.

SPRING POETRY BY A JUROR.
VERSES HANDED TO THE JUDGE IN PLACE OF A VERDICT.

OWSHOWITZ, ALIAS OWITER, GETS NO DAMAGES FOR HIS SIX DAYS IN JAIL—A "FINE FRENZY" WHICH CAME OUT OF THE LONG DELIBERATIONS.

Twelve men spent nineteen hours trying to reach an agreement in a case in the City Court on Wednesday and yesterday. The ordeal drove one of them into such straits of desperation that he dropped into verse. The jury was discharged. The jury was discharged. The jury was discharged.

COURT OF APPEALS CALENDAR.
Albany, March 8.—The Court of Appeals day calendar for to-morrow is as follows: Nos. 29, 30, 31, 32, 33, 34, 35.

COURT CALENDARS FOR TO-DAY.
Supreme Court—General Term—Before Van Brunt, P. J. O'Brien and Follett, JJ.—Nos. 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.

IT WAS HER MOTHER'S ONLY SUPPORT.
A DAUGHTER TRIES TO COMPEL HER AGED PARENT TO GIVE UP HER SOLE MEANS OF LIVING.

Before Judge McAdams, holding Special Term of the Supreme Court, yesterday, Miss Mary J. Collins, a daughter, tried to compel her aged mother, Mrs. Collins, to give up her sole means of living. The case was heard yesterday. The case was heard yesterday. The case was heard yesterday.

The daughter's story was simply to the effect that when she was twelve years old, her mother, in whose name the stock had been issued, transferred the stock to her. Since the transfer the mother had been unable to support the daughter. The daughter's story was simply to the effect that when she was twelve years old, her mother, in whose name the stock had been issued, transferred the stock to her. Since the transfer the mother had been unable to support the daughter.

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COMMON-SENSE TRUTHS.
An Able Physician Explains the After-Effects of Grip, the Condition in which it Leaves People, and the Only Thing to Do.

"It is a very slow process." The speaker was a prominent physician. Continuing, he said: "I mean getting over the after-effects of the grip. Any one who has been sick as much as I have can tell you. It is a slow process. It is a slow process. It is a slow process."